

The Intelligencer.

Office Nos. 25 and 27 Fourteenth Street

Messrs. Brown, Maxwell & Henry are trying the experiment of a Fruit House at Steubenville.

The farmers of Eastern Ohio gladly welcome the thaw. They have had a surfeit of snow. So says the *Cadiz Republican*.

We are continually under obligations to Senator Henry G. Davis, of this State, and Congressman Updegraff, of Ohio, for valuable public documents.

Mr. R. C. Sims, of East Liverpool, Ohio, is of the opinion that Wheeling has a pottery possessing great advantages in the way of convenience for handling its material and products.

That excellent newspaper, the *Morgan-town Post*, has entered on its seventeenth volume. The *Post* long ago discovered the secret of making its columns interesting to its local readers. It gives the local news of Monongalia county.

The country papers of this region, in Ohio and Pennsylvania, seem a good deal perplexed as to what advice to give to those who still hold their wool. They rather look for a little stiffening of prices, but think it may not last long.

The two leading Republican editors of Ohio, Halstead, of the *Commercial*, and Smith, of the *Gazette*, express diametrically opposite opinions as to the effect of the temperance agitation on the prospects of the Republican party. Halstead thinks that the passage of a local option bill will defeat it, and Smith thinks that the defeat of the bill will defeat it. Legislators must feel worried as to which way to turn for relief. There is no doubt of the fact that tens of thousands of the best and most earnest people of the State, of both parties, desire the passage of such a bill.

An agricultural institute was held at Barnesville, Ohio, a few days ago, and the proceedings were very interesting. Mr. Chamberlain, Secretary of the State Board of Agriculture, made a most excellent speech. He advised the farmers of Ohio not to emigrate to the West, and proceeded by statistics to show them the advantages of remaining where they are in preference to going West. He said that a purely agricultural State could never hold out the advantages afforded by one that, like Ohio, possessed a mixed system of industries. This was the great and distinguishing feature of Ohio, in addition to her fruitful soil and excellent climate.

A correspondence from Camden from Parkersburg says Senator Camden and Governor Jackson have gone to New York, and express the hope that they may succeed in getting some one down there to build the Wheeling and Charleston railroad. Great inconvenience is experienced in going even from Parkersburg to Wheeling and return. It requires a whole day to make the trip either way. Should these gentlemen be able to accomplish this desirable object it would be a great convenience, not only to Parkersburg, but to a large section of country.—*Wellsboro News*.

Mr. Camden could do the greatest service of his life by getting up a syndicate in the East to build the road referred to, and at the same time he could put money in the pockets of the syndicate by the operation. We learn that he is firmly of the opinion that as a private enterprise the river railroad offers tempting inducements to capitalists. Such also is the opinion of Captain John McLeure—a man who has studied the river business long and closely by the light of actual experience in the trade. There are the days of low interest, and if there is a strip of unoccupied railroad territory in the country that will pay ten per cent more surely than the river route from here to Parkersburg we know not where it is located.

Mr. Wilson, of Kanawha, will hardly recognize his original railroad bill by the time it gets through the House of Delegates, if it ever does get through, at the rate it has been amended. The trouble with Mr. Wilson is that he is brought with him a bill, purely theoretical in its character, got up in his law office, we presume, at Charleston, modeled after the fanciful theory of Philosopher Locke's ideal plan for the government of the North Carolina plantations at an early day in the history of this country. Railroad bills require a practical as well as a theoretical knowledge of the railroad business. They can not be got up in a hurry on mere theory. After having read and heard a vast amount of discussion on such matters, including the long contest here at the session of 1879, we are prepared to say that the subject is one that the average Legislator should tackle with extreme care, lest the last estate of his legislation be worse than the first. Judge Morrow aired Mr. Wilson's bill pretty thoroughly yesterday, showing up several of its defects, and among other things said that the people of his part of the State (Marion county) had not found serious cause of complaint against the Baltimore & Ohio Railroad Company's revised schedule of charges as put in force after the session of 1879.

We are among those who believe in holding railroad companies to as strict accountability as possible, and two years ago we suggested the scheme of a railroad commission, after the plan in existence in the State of Massachusetts, the only difficulty being that our railroad system was not extensive enough to bear much of a commission as yet. Such a supervision pre-supposes such a system of railroads as will justify the employment of men, of high character and great experience. An ordinary commission, made up of ordinary politicians, would be a farce, whereas the right kind of a commission would be a real blessing to the State, and a great relief to railroad companies intent only upon fair play the people.

There is a way to redress real grievances against railroads, for the simple reason that when they are once intelligently ascertained and public opinion rightly aroused in regard to them, railroad companies rarely have the hardihood to persist in denying redress. As a matter of policy as well as a matter of

necessity, they are forced into remedial measures. Hence we are quite willing to see even crude allegations and crude theories of correction discussed in the Legislature, although a great deal of time is consumed in getting at the facts and still more in getting at something practical in the way of correction. A disclosure of reliable facts is a great advantage, and in fact the greatest necessity in this business. Publicity of things as they actually exist is of incalculable benefit, and here comes in the advantages of intelligent and reliable commissioners. They investigate, compare and report facts, and afford a basis for intelligent discussion and legislation. The great trouble with most of the periodical raids on the railroads in the legislature of the country is that they proceed upon very insufficient data in the way of facts. The railroad commissioners of Massachusetts, headed by Charles Francis Adams, Jr., have been men of such intelligence, character and moderation, that they have been able to themselves, by means of painstaking conferences with the railroads, to reconcile and remedy the complaints of the public, and there is probably no State in the Union where the equities of the transportation business are better understood and observed. If we could have something of the kind in West Virginia it would save a vast amount of misunderstanding, a great consumption of time during legislative sessions, and a great deal of bad blood. The latest report issued by the Railroad Commissioners of Georgia shows how such an institution has worked down there. They allude to the subject as follows:

"Since the organization of the Commission very material reductions in rates have been effected as a result of its operations, and much has been done in the way of graduating and equalizing rates to stand on a level with the most useful effects of the labor of the Commission has been to enlarge mutual knowledge of the railroads and the public, and to bring each to a clear recognition of the rights and duties of the other. Increased knowledge of rates has been achieved, and the tendency resulting from our work has been to reduce speculation and encourage real business principles."

Rev. Jenkins, of Orville, a town between Wooster and Massillon, has been invited by the Presbyterian Church to preach here on Sunday after next. The mail works will quit work Thursday evening, being out of iron. The boilers are out of coal and cannot make any iron. Those who have to use the road from here to Bridgeport may rejoice, as the bridge over Whiskey run is about finished, and that difficult ford will be unnecessary.

William White, an aged farmer living on the Robinson Keyser farm adjoining town, died Wednesday night. The country people living upon McMahon's creek are moving to have better roads. A meeting will be held Monday evening, at the Tannal school house, to discuss the matter, especially the Trough run road. Many of our farmers that were lately out of sight under the ice, are now preparing to go under the mud. The bricks lie under foot.

Bellair Lodge, No. 378, I. O. O. F., is requested to meet on Friday evening at seven o'clock. All the members are respectfully urged to attend, business of importance being on hand. Members of other lodges are invited also.

Will Porterfield and Fred Clinton have obtained a patent on a new kind of pump. The New York are adding some more old machines to the factory.

J. Dew Wright, electrician, of Belmont, was in town Thursday.

W. H. Lowry, a fellow student of Messrs. Luckock and Luckock, who have been in the city for some time, are attending at the Presbyterian Church next Sunday. He is highly spoken of as a preacher by both Mr. Luckock and Mr. Pollock.

Abram Capito and James Jones are contesting for a solid silver watch, on which the New York are adding some more old machines to the factory.

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HOME AND ABROAD

THE HISTORY FACTORIES OF BOTH CONTINENTS GOING.

With Full Forces on All Departments—Irish Intelligence—Metropolitan Matters—Situation at Harrisburg—Storms and Floods—Everywhere, &c., &c.

WHOLESALE PROHIBITION.

WASHINGTON, February 10.—In the Senate Tuesday Mr. Blair introduced a joint resolution proposing an amendment to the Constitution, which was read. It prohibits, after the year 1900, the manufacture and sale anywhere within the United States and Territories of distilled, alcoholic and intoxicating liquors or any intoxicating liquors, mixed or adulterated with ardent spirits or with any poison whatever, except for medicinal, mechanical, chemical or scientific purposes. It also prohibits the exportation and importation of such liquors and their transportation through any part of the United States, except for medicinal and scientific uses, &c.

PENNSYLVANIA'S PREDICAMENT.

She is Apparently as Bad off as Ever She Was. HARRISBURG, February 10.—The twenty-second ballot for United Senator resulted as follows: Wallace 83, Beaver 68, Byrne 62, scattering 25. Twenty-third ballot: Wallace 86, Beaver 68, Byrne 60, scattering 25.

Swank's Statistics on the Iron Trade.

PHILADELPHIA, February 10.—The statistics of the iron trade of the United States, taken under the supervision of James M. Swank, are complete, and a summarized statement of the results will be ready for the Census Department in the course of a few weeks, but it will be several months before the report in detail is ready for the printer. Returns have been received from every mill in the United States, and the classes embraced in the census being bar, plate, sheet and coil iron, all other forms of rolled iron and steel rails, Bessemer open hearth and crucible steels, and the product of the forges and bloomeries.

Quite a Cruise.

MILWAUKEE, February 10.—The propeller City of Ludington, which has been drifting about in the ice for nearly three weeks on Lake Michigan, has arrived off this port. She is two miles out, the passengers landed on the ice. She had plenty of provisions on board and no great inconveniences were suffered. She is out of fuel, but will probably be got into harbor all right. She has 6,000 barrels of flour on board.

Official History of the Chicago Convention.

CHICAGO, February 10.—The official proceedings of the National Republican convention at Chicago have been printed by John B. Jeffrey, Secretary of the local committee, and will be ready for distribution to-morrow. The volume, which is neatly gotten up, contains a verbatim report of the proceedings and a brief introduction, in all 340 pages.

Floods at New Orleans.

NEW ORLEANS, February 10.—The water is still rising in the rear of the city in many places in the Third district, and has crossed the east side of Claiborne street. Skiffs and sail boats are coming into very general use in the overflowed district. Cypress Grove Cemetery and the Spanish Fort railroad are submerged. The water in the canals is slowly receding.

One Way to Break a Gorge.

CLEVELAND, February 10.—A gorge formed at the mouth of the river to-day and the water rose rapidly until many of the docks were submerged and a disastrous inundation threatened. Cannons were taken on the pier and thirty shots were fired into the gorge, which broke it, and the water is now at about an ordinary stage.

Cincinnati's Exhibition.

CINCINNATI, February 10.—It is definitely settled that Cincinnati will have an industrial exposition this year. It will be held on the 7th of September and close on the 8th of October. Every effort will be made to excel all former exhibitions in size and interest.

"Pontiac."

NEW YORK, February 10.—A Montreal special says: A box forwarded here as poultry, over the Occidental railroad, from St. Philip, has been found by the police to contain a decomposed corpse. There is no clue to who the forwarder was or as to the identity of the corpse.

Small-Pox at Jersey City.

JERSEY CITY, February 10.—The small-pox is increasing in Jersey City. In one house on Green street are eight cases, and in a house at the foot of Morris street are four cases. Both houses are situated in the most densely populated part of the city.

Persons on the Capital.

WASHINGTON, February 10.—Secretary Goff has gone away on another flying visit to his home in West Virginia.

A Long Snow.

WINNEPEG, Minn., February 10.—The snow fall for the week ending last night is altogether unprecedented. The amount was thirty-three inches and twenty-six hundredths.

An Actor Notoriously Sick.

CINCINNATI, February 10.—Harry Hunter, the famous "Lone Fisherman" of Rie's Evangeline Troupe, is lying critically ill, at the Hotel Empire, of typhoid fever.

Condition of Archbishop Purcell.

CINCINNATI, February 10.—Archbishop Purcell is reported much improved in health, having well recovered from his recent stroke of paralysis.

Helping the Cause of Her Son.

NEW YORK, February 10.—Mrs. Parnell, mother of Charles Stewart Parnell, organized a Ladies' Land League in Brooklyn last evening.

Favor the Reagan Bill.

CARSON, Nev., February 10.—A memorial asking Congress to pass the Reagan bill passed the Assembly to-day by a vote of 20 to 8.

HORRIBLE COLLIERIES EXPLOSION.

Fatal Indiscretion of a Coal Miner at Salem, Ohio.

CLEVELAND, February 10.—A frightful explosion occurred to-day at P. C. Manzer & Co.'s coal mine at Robbins, on the Niles & New York railroad, with an appalling loss of life.

A leader special from the scene of the explosion, a few miles south of Salem, says that a man named Smith was going into the mine, and that the Superintendent cautioned him about going into a certain room as it contained a fire-damp, but as the way was dry, while around the track was filled with water, Smith disobeyed the orders and attempted to pass through the forbidden room with a lighted lamp in his hand. Immediately a terrific explosion occurred, in which a hole was blown through fifteen feet of earth composing the roof and carrying death and destruction all around.

There were about twenty men at work at the mine, six of whom were killed outright, and a number dangerously wounded. A male and train of eight cars were shot out of the mine entrance as if from a cannon. Another male, drawing a car in which a man was seated, was blown on top of the car and killed the driver. One man, named Jackson, who was just entering was blown back and over a high railroad embankment into the creek below, and was badly hurt. The men who were not disabled or killed escaped through a shaft to the open air. The killed are: James Logan and son, J. M. Logan, in Haley, Geo. H. Wood, Ed. Smith, the man who caused the explosion, was badly mutilated and his body found to a crisp. The wounded are James Crouch, Robert Wiley, Ed. Weigand, John Aiken, Peter Wilson and two brothers, nearly all badly hurt and some will die.

Mrs. Griffith had gone to the door of the mine to call her son, when the explosion occurred. She saw the male shot out of the mine and found her son injured. George Griffith was killed. The scene was heartrending in the extreme. A corps of physicians were summoned and rendered assistance to the wounded.

DARING DEEDS.

Some Thrilling Adventures Incident to the Work of the Iron Trade.

COLUMBUS, O., February 10.—The high water is making much trouble for all of the railroads in this section by undermining bridges and washing out culverts.

Last night a train on the Scioto Valley Railroad, en route from Columbus over Rush creek, near Pleasant Valley, the engineer discovered that one end of the bridge was damaged by the water. It was too late to reverse the engine, and he opened the lever and succeeded in forcing the locomotive and the tender parts of the bridge, and then stopping it with no further loss than that of the tender, which jumped into the stream and after being carried down the stream nearly one-half a mile landed in safety.

No one was hurt, and the bridge will be repaired at once.

A train on the Pennsylvania Division of the Pan Handle Railroad, while near Columbus, this morning, narrowly escaped being wrecked. The train had passed over a large culvert, with the exception of the rear trucks of the hotel car, when the culvert gave way, but the train was going sufficiently fast to cause all the cars to keep on track, and, aside from breaking down and some small articles, no damage was done.

The train which came in on the Hocking Valley Road to-day ran through water over a foot deep near Hooker's station, but the train was safely through.

The Government mail train was dragged from her moorings in the Missouri River, at Glasgow, Mo., by the outgoing yesterday, and carried down the stream. As she passed, Booneville last evening, the mail train, a saloon-keeper, who was formerly a steamship engineer, was on her deck as she passed under the railroad bridge, started a fire on her and got up steam, and with the aid of two other men who put out to her in a skiff a few miles below, succeeded in safely landing the vessel.

GOSPEL FROM GOTHAM.

Matters and Manners in the American Metropolis.

NEW YORK, February 10.—A bill introduced in the Legislature to-day incorporates a company with a capital of \$1,500,000, for the purpose of supplying drinking water to the city. It is understood that Lake George will be the source of supply. The incorporators claim they can deliver clean pure water in houses at a very low rate. Thus all the danger of a scant supply will be avoided.

A map has been prepared and dotted to show the places in which cases of small-pox have been discovered between January 1 and February 8th, of the present year. The cases reported in that time were concentrated upon the lower part of the city, and the lower part of the city was enclosed by Pearl, Park, Chatham and Canal streets and the Bowery, built up with tall tenement houses and including the old "Five Points." The other fifty-nine cases were distributed over Manhattan Island, in two houses in the block between Grand, Crosby, Elm and Broome streets there were five cases. In a house in east Forty-sixth street, there were as many in a tenement in east Sixty-sixth street. Two cases were found in Annexed district and one in Spuyten Duyvel. The whole number of cases of small-pox in this city since January last was 107.

Small-pox in this city and Brooklyn is still doing a fearful work. The advance is attributed to the small stocks carried this winter and the difficulty in replenishing them before the break-up of the ice and snow blockade. All the wholesale dealers are behindhand with their orders.

The Chamber of Commerce approves the Lowell bill for the establishment of a uniform national system of bankruptcy, as amended by the National Board of Trade.

Notice on a High.

COLUMBUS, February 10.—The Scioto river is very high, having risen seven feet last night. The low lands near the city are flooded and immense quantities of fallen timber, rails and cord-wood have been washed away, and some live stock has been destroyed.

The river has not been so high for twelve years as it is now. It has risen nine feet since morning. The low lands near and south of the city are flooded, and some families have been compelled to abandon their homes and property to the flood. Culverts have been washed out, and quiet creeks in this county have been transformed into rushing rivers, continually sweeping away large quantities of timber, rails and some live stock.

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A DAY'S DISASTER.

LOSS OF LIFE AND DESTRUCTION OF PROPERTY.

Frightful Fatality at a Pennsylvania Railroad Accident—Two Fatal Explosions—Warning to Boys who Slide on Balusters—Ships Supposed to be Lost.

MISSING STEAMERS.

Number of Ocean Vessels Overdue, and Several of Them Undoubtedly Lost. NEW YORK, February 10.—None of the missing steamers have been heard from to-day, and some are undoubtedly lost. The two which attract the greatest attention are the *Batavia*, of the Cunard Line, and the *Bristol City*. The *Batavia* had a large passenger list, mostly New Yorkers. The Company's agents are unwilling to believe that she has gone down. It was thought that the steamer *Bethlehem* would have some news, but that vessel reports that they did not see a sail from leaving Cape Henry on the 24th. The names of the ship's company are in the London office, while the Cunard agents refuse to identify the vessel sighted within a couple of hundred miles of Queenstown. The *Batavia*, it is believed, was on her way to New York, and was in the description of the vessel the steamship *Bristol City*, on 24 days, and even allowing for the unusually heavy weather of the last two months, 30 days over due and heavily laden with grain. She was only supposed to be on a short trip, and with either broken machinery or running out of coal her passage would necessarily be a long one. Mr. Arkell refuses to believe the vessel lost, but admits he is extremely anxious. Mr. Arkell adds that if we should not hear from her in another fortnight I shall consider she has foundered. If the steamer is still afloat she will be in no trouble. She has plenty of spare material and stores, and if the latter should run short she could make forward with cheese, lard, bacon, butter and flour, so that it would only be necessary for the crew to open the hatchways to secure all they might need.The crew consisted of twenty-seven officers, and men, mostly English, and the vessel is fully manned, while most of the cargo is covered at two-thirds of the probable selling value. The *Bristol City* has no passengers. Of the steamer *Josephine*, foundered on Ship Island, said to be, nothing should be saved of the vessel or cargo, the loss will be about \$200,000.

ANOTHER RAILROAD HORROR.

Several Lives Lost by a Collision Near Allentown.

ALLENTOWN, February 10.—A disastrous railroad accident occurred at Rock Hill station, North Pennsylvania railroad, caused by the passenger train due at 8:17 A.M. running into a freight train about entering a siding to permit the passenger train to pass. Both the engines were demolished, the baggage car telescoped and a number of freight cars wrecked. The following is a list of the killed and wounded:

Killed—Michael Hallahan, hotel keeper, South Easton, and James Fraley, section foreman, Quakertown. Fatally injured—Rev. Mr. McFrittridge, of Germantown; John Gattley, passenger; Richard Morton, of South Bethlehem; Keenan on passenger train; and George Yoemann, West Bethlehem, baggage master. Badly injured—Charles Seifert, of South Bethlehem, engineer on freight train; Geo. Green, of South Bethlehem, engineer on passenger train; Charles Everett, of Bethlehem; conductor Wood, of Philadelphia; and James Moore of Mauch Chunk, express messenger. Many others were slightly injured.

The freight station was partly demolished and the telegraph operator seriously, if not fatally, injured.

The disaster was due to the misconnection of a telegram by the engineer of the freight train, who had been ordered to run into a siding below the station. There is another siding above the station which was thought was the one meant in the dispatch, but before he was able to reach it the collision occurred. There was a dense fog at the time.

Atrocious Murders.

NEW YORK, February 10.—The Coroner's jury to-day in the case of Jane Carver, who was struck by a lighted lamp thrown by her brother, Neil McGraw, and burned to death, returned a verdict holding McGraw guilty of causing her death. McGraw was not arrested.

The case of Ann Cunningham, the woman alleged to have been burned to death by Peter Canfield, who poured kerosene oil on her clothes and then set fire to them with a match, the Coroner's jury returned a verdict that she came to her death at the hands of Canfield, and he was committed to the Tombs on the charge of murder.

Fatal Oil Explosion.

ST. PAUL, February 10.—At 3:30 this morning an explosion occurred in the oil refinery of Archibald & Schumroe, followed by fire, that destroyed the whole works. The building was constructed last season and was three stories in height and built of stone. The building and fixtures probably cost \$150,000 to \$180,000. The loss on the stock will reach nearly \$100,000. The entire insurance is \$20,000. The Superintendent of the works, James Mulvey, who came to her death at the hands of Canfield, and he was committed to the Tombs on the charge of murder.

His Last Ride.

DETROIT, February 10.—A shocking accident occurred at the State Capital, Lansing, to-day. Robert Clippinger, a messenger boy, twelve years old, was carelessly sliding down the balustrade stairs on the fourth floor, when he lost his balance and fell to the marble floor, eighty feet beneath, killing him instantly. His neck was broken.

A Family Failing.

ST. LOUIS, February 10.—Mrs. J. E. Nicholls committed suicide at Carthage, Mo., yesterday morning by jumping into a well before the family were up. She was a sister of Miss Hagg of Bloomington, Ill., who suicided at Mrs. Nicholls' home some time ago. She had twice before attempted to kill herself. Her father also met death at his own hand.

Bad Brawl.

HUMPHREYSTON, Ont., February 10.—An explosion of a drill boiler at the Welland Canal killed Herbert Atkinson, and seriously injured six others.

A Fatal Result.

STRENSVILLE, February 10.—Patrick McGaffey, the man run over by a street car in Pittsburgh on the 29th ult., was buried here this morning.

IRISH MATTERS.

Nature of the New Rules in the House of Commons—Meetings at Manchester—Status of the Clergy, &c.

LONDON, February 10.—The Rules presented by the Speaker in the House of Commons to govern the conduct of urgent business provides that when, in the opinion of the Speaker, it is the general sense of the House that any debate should close, he is empowered to inform the House of his opinion, whereupon, if a motion be made that the question be now put, such motion shall be immediately put, and if carried by a vote of three to one, then a division upon the main question shall be immediately taken. The other Rules are to the effect that speeches on motions for the adjournment of debate shall be strictly confined to the subject of adjournment; that the Speaker may decline to put motions for adjournment if he considers that they would be for the purpose of obstruction; that no member can move or support a motion for adjournment more than once in one debate; that the Speaker may direct a member to discontinue his speech if irrelevant or consisting of tedious repetition; that no division shall be taken on motions that the Speaker do leave the Chair, and that the House do now proceed to consider the bill; and that the Speaker may order a division by a rising vote to avoid delay.

Sir Henry Tolf, a Conservative, asked whether the Irish protection act would apply to foreigners. Mr. Forster replied in the affirmative, adding that under former acts of the kind, citizens of the United States have been arrested. Mr. Wolf then inquired if those citizens were not tried by public tribunals. Mr. Forster requested that notice be given of this question.

The House Secretary declared if the other clerk of leave men acted as Davitt did they would be sent to prison again. A report from Portland prison says Davitt is in good health and satisfied with the arrangements made for him.

It is reported that all the Roman Catholic Bishops in Ireland will be convoked by their Archbishops to consider the new land bill.

MANCHESTER, February 10.—Crowded meetings were held last night to protest against coercion. Dillon and A. M. Sullivan, Home Rule members of Parliament, made speeches. Sullivan said if the English men didn't quickly change their minds towards the Irish, they, the Irish, would indeed be dogs and slaves, if they did not lead the way when they could join the United States. Parnell, he said, within a month would land in Congress at Washington in honor and welcome spokesman of their wrongs.

THE VOICE OF THE CLERGY.

Reply to the Pontifical Letter on Agitation in Ireland.

ROME, February 10.—The *Aurora* publishes the reply of Archbishop McCabe, of Dublin, to the Pontifical letter concerning the Irish agitation. Dr. McCabe, in the name of the Irish Bishops assembled at Mayo, expresses their gratitude for the paternal letter of the Pope and their sentiments of devotion to him, and proceeds to say that evil and pernicious laws for centuries reduced their flocks to the extreme of misery. Their country, though naturally fertile, has often been visited by famine, and the population, though active and industrious, has been thrown on foreign charity. Bowed at length from their lethargy, the Irish people urgently demand the abrogation of those civil laws, which the Bishops earnestly pray God they may obtain. The reply concludes: "It cannot be denied that acts and speeches which we all deplore have blackened the cause otherwise most just. While condemning such excesses and regarding their perpetrators as the bitterest enemies of their country, we cannot forget the afflictions and straits which for centuries caused our people to despair of justice. Approving the end which the present agrarian agitation has in view we feel deeply certain that the means adopted can in justice be approved. Last June we warned our flocks to restrain the agitation within the limits of equity and moderation. We shall not fail in our duty now or neglect the counsel conveyed in the words of your Holiness." The Archbishop assures the Pope that the agitation in Ireland is the English press is exaggerated, and concludes with renewed expressions of veneration.

INTERNATIONAL COPYRIGHT.

Status of the Movement to Secure a Treaty Providing for It.

LONDON, February 10.—Mr. Chambers, President of the Board of Trade, has replied to the question of Lord John Manners. He could not say that any formal negotiations relative to copyright were pending with the United States. He detailed the circumstances under which the draft of the proposal originating with the publishers in the Eastern States had been submitted to the Government by the American Minister with a request for an expression of opinion in regard to it. Chamberlain was not at all sanguine that the proposal would be submitted to Her Majesty's Government, and, however, and was informed that a treaty could be negotiated under the existing copyright act on the basis of the proposal, provided the Government thought that the rights of persons interested in books in Great Britain were duly protected in the treaty, however, could not be negotiated under a condition that American books, which it sought to protect, could be printed and published in England, such a provision would be a violation of the Copyright Act. He was still awaiting an answer from English authors and publishers as to their opinion in relation to the advisability of a provision giving such protection and other points, which he had submitted to the Government. When the correspondence was complete it would be presented to the House.

THE HAND OF RUSSIA.

How She Played It Among the Afghans Against England.

LONDON, February 10.—The most important documents in the Russo-Afghan correspondence captured by the British in Cabul, and which Lord Lytton, late Viceroy of India, asked should be laid before Parliament as Russia's interference in Afghan affairs are a draft of a secret treaty in August, 1878, negotiated by